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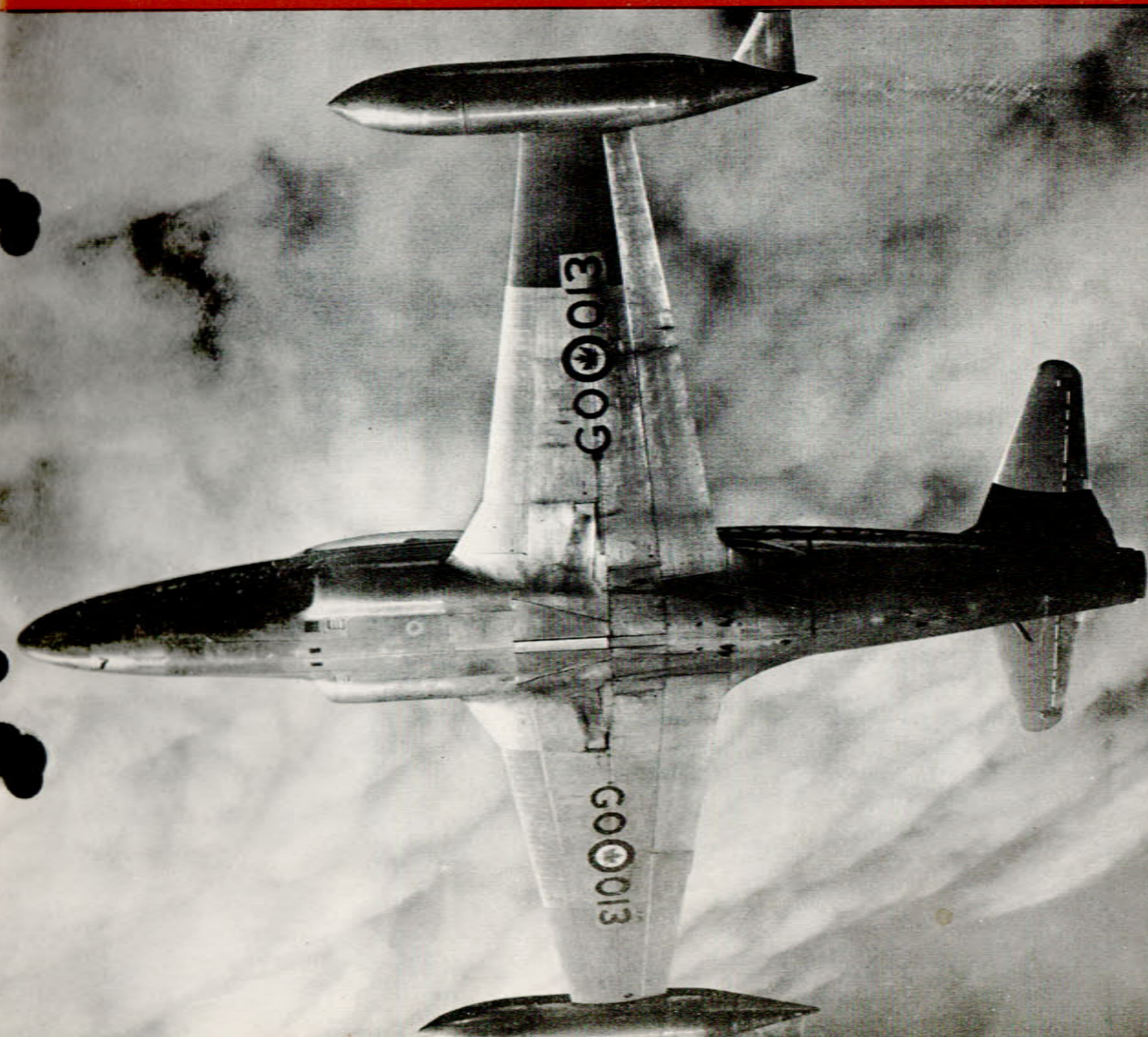
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Volume 7 No. 10



An Airforce Newsmagazine





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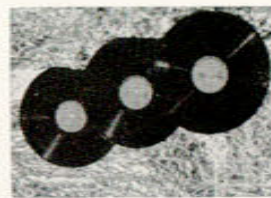
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AN AIRFORCE NEWSMAGAZINE

VOLUME 7, No. 10

OCTOBER, 1958

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LETTERS TO THE EDITOR

Sir,

It was with considerable relish that I noted your last editorial requesting letters of comment.

Being a regular contributor to Voxair makes me a staunch supporter of the aims and objectives of the publication. It is no doubt one of the best publications of its kind in the country. However—I must admit that in past issues I have been more than slightly annoyed to find key words and names mis-spelled beyond recognition.

I realize that occasionally the writer is the culprit. But I doubt very much that a section correspondent writing about his boss being posted will mis-spell the subject boss's name!

The question then is who has the proverbial digit firmly planted in the customary spot? Is it the proof-reader or the typesetter? And if the digit is planted why is it not removed forcibly?

Although mistakes are inevitable, I humbly suggest that in the case of uncertainty as to how a name or word is spelled, a check be made before letting the copy go to the printer. If the mistake occurs in type-setting, a reminder to the publisher to the effect that good money is being paid for good service and not mistakes, should do the trick.

Yours for better spelling,

"WALDO"

Ed.: Thanks for the suggestion WEL-DO—Oops! Waldo.

EDITORIAL CORNER

NO RABBIT EARS ON THE DOGHOUSE

To the list of features which make Winnipeg a good place to live in,—the wide streets, the Western hospitality, etc.—add a new selling point—One Channel TV. It is a characteristic that may not show up on first inspection as an advantage, but a little thought on the subject proves it to be such.

Those of us who have been stationed in areas within range of two or more TV outlets, may sometimes grow nostalgic for the nights when a flick of a switch replaced a thoughtful programme on Rhodesian bird-calls with something more to our taste. There were times too when even the good programmes grew stale and we moved to another channel just to get out of the rut. But if we dwell only upon these short-lived benefits we err most grievously.

In Winnipeg on a Winter's Saturday evening many of us watch Hockey. When the scheduled time rolls around, we lean back and relax with the Rocket, peacefully following the play to the final siren. We take it for granted. Consider however what it would be like if we had multi-channel TV and if co-incident with Hockey on a different station was a programme with more feminine appeal.

Gone would be the tranquil contentment of the male viewer and vanished forever the patient resignation of his mate. Hell hath no fury like a woman forced to watch Beliveau facing off, while a mere channel away Dinah makes with the torch-songs or Wyatt keeps the peace. There is a limited choice of procedures in the multi-channel area. You can buy another TV set, (or two more if you have strong-minded children), or you can toss a coin. If you lose you can sneak down to the club and watch the game or let your wife go if you win.

Suppose too that you are the type who is tormented by indecision. Half of the show may be over before you make the fatal choice, and even then you may be tortured by the thought that you may be missing a better programme up on Channel Six.

We in Winnipeg have no such problems. A statistical survey of domestic bliss in the Red River Valley would, we believe, show that one-channel TV makes for domestic harmony, quieter neighbourhoods and quite possibly a greater life expectancy.

It is high time that this advantage of Winnipeg life received the praise it deserves. Particularly since it may soon be no more. Word has it that before long we may be blessed (?) with more channels.

Move over Rover—we're bringing in the Portable.

COVER STORY

On its back and rolling off to starboard at the top of a loop, a T-33 of Training Command stands silhouetted against a clouded sky. A two seat version of the F-80 Shooting Star, America's first production jet fighter, the "T-Bird" is the RCAF's standard jet trainer. Already in continuous production longer than any other turbine-powered airplane in history, Lockheed officials claim that production hours on the 600 mph trainer have reached a point comparable to that attained in the production of prop-driven fighters of World War 2.

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By F/O B. G. BROWNING

Those lucky people, fortunate enough to have sojourned with the Air Div', or those of us who are engaged in occupations which take us overseas occasionally, will no doubt have experienced that knees-to-jelly feeling when passing through the Customs barrier. Having served some time at sea before wising up and joining the Air Force, I became very familiar with frequently with some good reason. It became a game, the Ship against the Customs. Sometimes we won, sometimes we lost. This is the story of a victory.

It started in the spring of 1952 when, at the start of a trip to India, we learned that the British Government had lifted a ban on the import of parrots. This news was enough to start visions of returning sailors, duffle bag in one hand, parrot in the other, and most of us determined right then to be traditional. In some devious manner, known only to Commanding Officers and witch doctors, the Skipper heard of our ambitions and promptly disposed of them, so he thought, by imposing a ban on any pets, furred or feathered, aboard his ship. Bans of this sort couldn't stop Nelson and wouldn't stop us, and soon after we arrived in Karachi the ship's complement had increased by some forty-three parrots.

Hiding them from the Skipper posed a problem, but so long as they were hidden during Captain's rounds we figured we could get away with it. As the Mate had three parrots, and therefore a vested interest in the safety of all, we

were warned before all rounds in ample time to take the necessary steps. So that difficulty posed no great challenge. The danger was obviously greatest at the end of the voyage, for if we declared the parrots to the Customs, we foresaw epilepsy, at the very least, from the Skipper. There was no help for it. England was about to receive forty-three illegal immigrants.

The voyage progressed without incident, parrots were hidden and rounds made, and no raucous parrot voices disturbed the placid calm of the Old Man's day. We finished the outward trip and started home. The days passed peacefully and we were just anticipating a run ashore in Aden the next day when it happened.

The more adventurous of my two birds decided to sample the outside air. He escaped from my cabin one peaceful afternoon and flew to the top of the mainmast. This was a two-dollar investment on the wing and I was not going to stand quietly by and watch it fly away. So I climbed the mast after him.

With the stealth of a hunter I crawled along the top and at the crucial moment pounced. Montmorency looked disdainfully at me and just as my hands closed around him, flew away to the foremast. This was serious, for he was now in full view of the bridge where the Skipper was standing.

Problem: to attempt to recapture him, risking the Old Man's wrath, or to ignore him, pretend that he wasn't mine, and hope that like an unwelcome visitor, he would go away if ignored. However we are a

stubborn breed, the thrill of the chase was upon me, and besides there was that two dollars. I climbed the foremast with the stealth of a hunter, crawled along the top and once more, at the crucial moment, pounced. By this time I was beginning to feel slightly foolish and somewhat as if the eyes and ears of the world were upon me.

Montmorency?—Oh yes, I missed him again. This time he flew toward the bridge, stopped on the rail a couple of feet from the Skipper, and looking directly at him, gave out with an unmistakably rude phrase in Parrot Hindi. Then he banked and flew away towards Aden. Repercussions were rapid and commenced over the loud hailer as I was coming down the mast. They were enjoyed by the whole ship with one obvious exception, but as I managed to convince the Old Man that my *only* parrot, the only one aboard, had just escaped, we were able to arrive home with forty-two birds, whose vocabulary by this time had grown alarmingly.

The passage through Customs was easier than we had hoped, although for some time it appeared that most of us had some startling growths which perambulated about our bodies. Soon after this voyage, the ban against the import of parrots was re-enforced and I am still wondering if this arose from pressure put upon the Government by those unfortunate enough to encounter our birds against a background less nautical than that of their previous environment.

Road Safety



and Your Child



What is an accident? Defined by the Encyclopedia Britannica as "any unpleasant or unfortunate occurrence involving loss, suffering injury or death," it is something that could happen to your child today, tomorrow, sometime or never. Should it be never you are lucky, or wise enough to have taught him the meaning of safety and in particular road safety.

The number of children in the PMQ's adds responsibility to all of us, in particular you, their parents. The percentage of children is high. Is the safety awareness that much higher? It should be—the risks are greater! The accompanying photographs have all been taken recently—no posing, nothing up our sleeves—to illustrate the risks being taken by the children daily.

A perfect World would remove all such risks from our children's lives. Unfortunately our World is by no means perfect (or haven't you looked at it lately?). It would also be a pretty boring place for our kids to live. Nonetheless the hair-raising risks they do take can be greatly nullified by care and safety consciousness. Teach your child to stay off the roads, teach him that motor traffic is DANGEROUS and teach him to stay alive. That responsibility rightly is the parents' and theirs alone.

Each year around 200 children in Winnipeg are involved in road accidents. In a majority of cases the driver had little chance and could take little action to avoid the accident. Will your child feature among next year's statistics?

One should not criticise unless a solution can be offered. There is no guaranteed solution to this problem—only the banning of children or motor vehicles would achieve that, and the only way it will ever be solved is by the children themselves. This brings us back to our starting point, you, and the education of your child. We have some suggestions that may help the situation however and they follow:

1. That the station 15 mph speed limit be extended to take in Whytefold Rd. and Sharpe Blvd. as far as Ness and along Ness between the two.

2. Forbid parking along Whytefold close to PMQ areas. This results in congestion and tends to hide children playing on the verge.

3. Discourage children taking bicycles on to Whytefold.

4. That winter dangers be stressed. With the approach of winter, conditions will become so much more dangerous particularly in the days of mud and slush.

A long list of "don'ts" is often published in various accident prevention advertisements. You have seen them, read them, please apply them. Adding one more peeve to this list, don't let young children stand on the seats. Sudden stops will throw them forward and the least that can happen will be several bruises. This practice has caused several accidents; it can be fatal

Children cannot be constantly watched, they can be taught . . . have you taught yours?

VOXAIR CROSSWORD PUZZLE

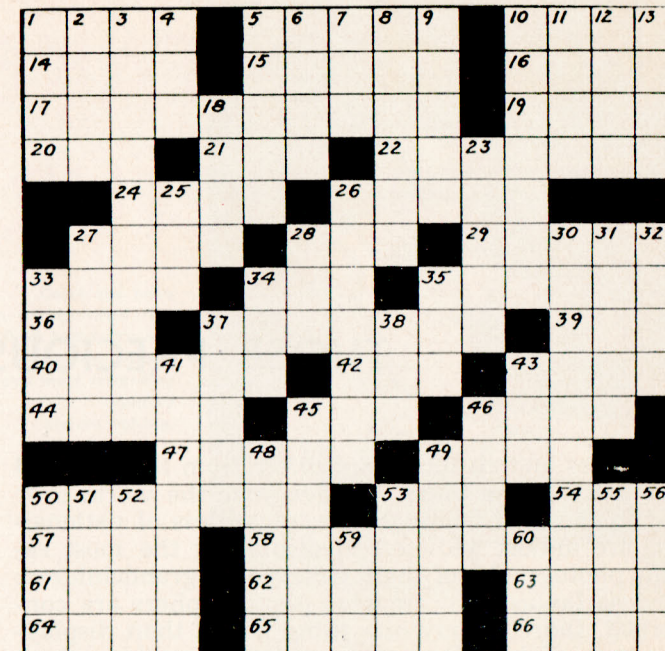
ACROSS

1. Small branch
2. Stevedore
3. Frolic
4. The old days
5. Harden
6. Desert chieftain
7. Ominous
8. Gambling game
9. Inventor Whitney
10. Victory sign
11. Dwindled
12. Watery
13. Complete
14. Post
15. Nincompoop
16. Recompense
17. Speck
18. Influenza, for short
19. Discomfort
20. Black cuckoo
21. Repetition, in music
22. Narrow inlet
23. Pelted
24. America's first mystery writer
25. Leading player
26. Peg for a mortise
27. Lair
28. Most important
29. Curmudgeon
30. Baby powder
31. Semidivine person
32. Kitchen utensil
33. Avail
34. Atop
35. Notorious society
36. Antitoxins
37. Watery expanse
38. Villain in "Othello"
39. Part of a ship
40. Stood against
41. Arguments for

DOWN

1. Font for printers
2. Material for sweaters
3. Annoyance
4. Obtain
5. White goods
6. Poker stake
7. Couple
8. Belches lava
9. Put in new type
10. Umpire
11. The Tentmaker
12. Mud
13. Goad
14. Of bad intent
15. Lead and tin alloy
16. Hasten
17. Taker of another's throne
18. Western gambling game
19. Matterhorn
20. Rather fussy
21. Oriental
22. Twelvemonth
23. Sail support
24. Nurtured

35. Practical value
37. Go back on a promise
38. — trap: TV brightener
41. In name only
43. Chemical salt
45. Figure out from the facts
46. Island of the tailless cat
48. Czech gymnastic society
49. Jeer
50. Twilight
51. Fencing sword
52. Additional
53. Scheme
55. Starch palm
56. Ballplayer Slaughter
59. New Zealand parrot
60. Buncle of hides



For solution to Puzzle see Page 39.

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HOW TO TAKE BETTER PICTURES!

THOSE PRECIOUS BABY PICTURES

Peoples and customs may differ from land to land but there is one thing that everyone the world over has in common—most people, regardless of nationality, are almost addicted to displaying the most recent photographs of their children or grandchildren. And as far as most amateur photographers are concerned, there is only one thing better than displaying their children's pictures and that is taking them themselves with their own cameras.

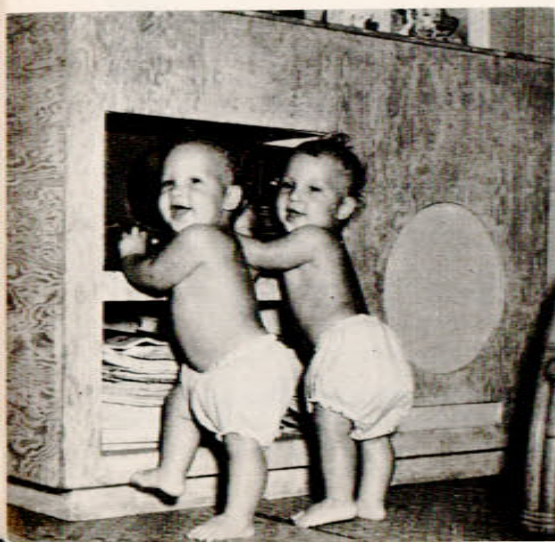
The secrets to better baby and children pictures are few but very important. The most important secret of them all is to be ready when natural action happens. If a child or baby is posed for a picture, that is exactly how he will look in the finished print—posed. Cameras should be kept in an easily accessible place, always loaded with film, and—if possible—prefocused and set to be ready to catch a child's action.

Two tools that have proved invaluable to catching fleeting moments of childhood on film are synchronized flash equipment and extra-fast panchromatic film.

Using flash equipment, indoors or outdoors, amateur photographers do not have to be concerned about the baby's action taking him out of the range of light. With synchronized flash, the minute the

All photos in this series courtesy the Baker Advertising Agency, Toronto.

shutter button is pressed, there is light right where the photographer wants it and when he needs it to catch baby's latest achievement—or mischief!



It's double-trouble to be expected when twins get into mischief—but double pleasure to be gained by the snapshotter who catches them in the act.

EXTRA FAST FILM

The extra-fast panchromatic film suggested—for example, Kodak's new Verichrome Pan roll film—also helps catch that baby action. Even though this type of film is a high-speed film, the quality of prints and enlargements are very pleasing due to the fine grain of the film. With extra-fast panchromatic film, baby pictures can also be taken in many instances with natural light, depending on light that exists in the room or outdoors without supplementing illumination with flash. But this type of natural-light photography without flash illumination is not generally advised with very fast action on the part of the child in poor lighting conditions.

In general when using an extra-fast panchromatic film, flash pictures of babies being capricious will have more sparkling detail and natural light photographs of baby's antics will be more natural, too. The reason an extra-fast panchromatic film like Verichrome Pan is adaptable to most lighting conditions is that its panchromatic qualities and fine grain reaches into dark shadows much deeper than other films do.

When taking children's pictures, the photographer should get down on the child's level. Not only will the picture show his face better in that manner, but the finished print will have more of the feeling of the child's small world and will show clearer what he is doing. The entire world looks different from a child's viewpoint and a camera placed low can capture some of that feeling very subtly.

ACTION

Another important secret to better baby and child photography is action. Babies are more interesting photographic material when they are given something to do with their hands, something to interest them and hold their attention. That way, finished prints will look more like pictures of what a baby is like and what he likes to do than a photograph merely what a baby looks like. With something for the baby to do, a camera will record a little piece of baby's personality and inner charm. But whatever a baby is doing in a picture must be something natural for him to do and something his parents would approve of as safe and innocent.

Many times, this attraction for the baby does not have to be in the picture itself. A photographer can hold a child's attention fleetingly by waving a rattle

over his head. The child will glance up curiously, just long enough for his picture to be taken.

TEARS AND LAUGHTER

Humor pictures of babies when the tears come are appealing, too. Always-smiling pictures can become stereotyped and are definitely not natural and normal of children. Occasional crying, unhappy pictures will bring back memories in the future when the child is grown and will certainly produce a laugh or two now.

For baby photography outdoors, reflectors can be important when natural light is being used. Instead of facing the child toward the sun so that he has to frown or squint, photographers can turn his back to the sun or put him in shade where he is more comfortable and feels better. A white sheet or plain cardboard can be used to reflect light and brighten dark areas of the face. Outdoors, however, an extra-fast panchromatic film in the camera will be a great aid to baby photographers because it reaches deeper into shadows with clear results.

The only other important point to remember when photographing babies and children is to keep the background simple and uncluttered. A background with too many details not only detracts attention from the child but seems alien to his nature and actions.

Catch the baby in action—with fast flash bulbs, it's one of the easiest and most rewarding types of picture taking.



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SALVADOR and



the Squadron Leader

By RON BAYNES

"It seems to me" said Salvador, "that the Royal Canadian Mounted Police is the only life for a red-blooded Canadian horse and a lot more exciting than delivering milk."

"Do you think you would be happy in the Service?" asked the Officer.

The answer of Salvador, a milk-wagon horse with a spirit of adventure, and his subsequent exploits in attempting to enrol in the Service of his choice, are contained in a best-selling book for children, "Salvador—The Horse that joined the Mounties," by Norman Emmott, a Squadron Leader presently attached to 14 Training Group HQ, in Winnipeg.

THE START OF SALVADOR

The Squadron Leader had several reasons for writing "Salvador," the four most potent of which were his daughters, Betty, Barbara, Shelagh, and Mary. As daughters will they were always asking for a bed-time story; and as fathers will, S/L Emmott met the demand. But he went one better than most fathers. He made a new venture into the field of Do-it-yourself-ship, creating his own story.

S/L Emmott explains, that when he was a child, his father had often filled the bed-time story hour with tales of a horse. His father was an ex-member of the Royal North West Mounted Police (now the RCMP), and the stories were often of a Mountie Horse, who was always named Salvador, a name which he thinks was derived from an RNWMP horse.

And when the third generation of Emmott children asked for a story, their father obliged with Salvador. The girls loved it, and with constant re-telling the story grew and became more involved. Eventually he decided to write it all down.

The representative of a publishing house, saw the manuscript and expressed interest. Norm, at this time stationed in Greenwood, NS turned it over to him for possible publication.

A long time elapsed before action was forthcoming, and he had practically forgotten about the manuscript, when British Book Service picked up the publication rights. More delay followed, caused in part by a long-drawn-out printing strike. Eventually however, two years later, "Salvador" was published and now sells at leading book stores in England and Canada.

For children who like Mounties and horses, and we don't know of any other kind, "Salvador" is a natural. Filled with colour, suspense, and action, is beautifully illustrated in colour by Lloyd Scott, Canadian artist of repute. Both in the illustrations and the text, a character has been created as memorable and hilarious as Goofy or Donald Duck. The story itself is original and up-to-date, and avoids the excessive "cuteness" that sometimes mars contemporary children's fiction. This is a story as apt to tickle the funny-bone of the adult, as to enthrall the kiddies to whom it is read.

"KIDS LIKE ACTION"

Norman Emmott's formula for children's fiction is brief.

"Get a good plot," he says, "Keep it simple, and fill it with lots of action. Kids like action." He didn't mention it, but possibly by virtue of his military background, it is authentic too. The Mounties' uniforms are accurately described, right down to the buffalo heads on every brass button," and a parade which is a highlight of the story is true to life, the streets being lined not only with soldiers and sailors, but with airmen too. The little dependents will applaud this touch.

Though this is S/L Emmott's first venture into the field of children's fiction he is no novice in the field of writing. He has been published in the "Canadian Army Journal," the "RCAF Staff College Journal," "Roundel," and others. An article about Napoleon's Marshals which he wrote for the "Canadian Army Journal" was reprinted in the "Irish

Army Journal," and an article in the "Staff College Journal," — "Should we rely completely on Guided Missiles" makes thoughtful and provocative reading. In addition he has published two short stories.

S/L Emmott, before coming to 14 Training Group HQ, was stationed at AFHQ, Ottawa, where he was attached to the Directorate of Instrument and Electrical Engineering. But he is no stranger to Winnipeg having served here in 1937. His wife Edna, a pretty red-head is a native Winnipegger. They were married in 1943. S/L Emmott served in the European Theatre during World War Two and was awarded the DFC. He was, and still is, a Navigator and flew his "ops" on Halifaxes.

Asked about plans for future fiction, S/L Emmott allowed that he was giving the subject some thought and that the exploits of a goat named Godfrey were in the incubation stage, Betty, Barbara, Shelagh, and Mary, having indicated approval. Having read "Salvador," we are sure that it will be a hit, with parents and children alike.

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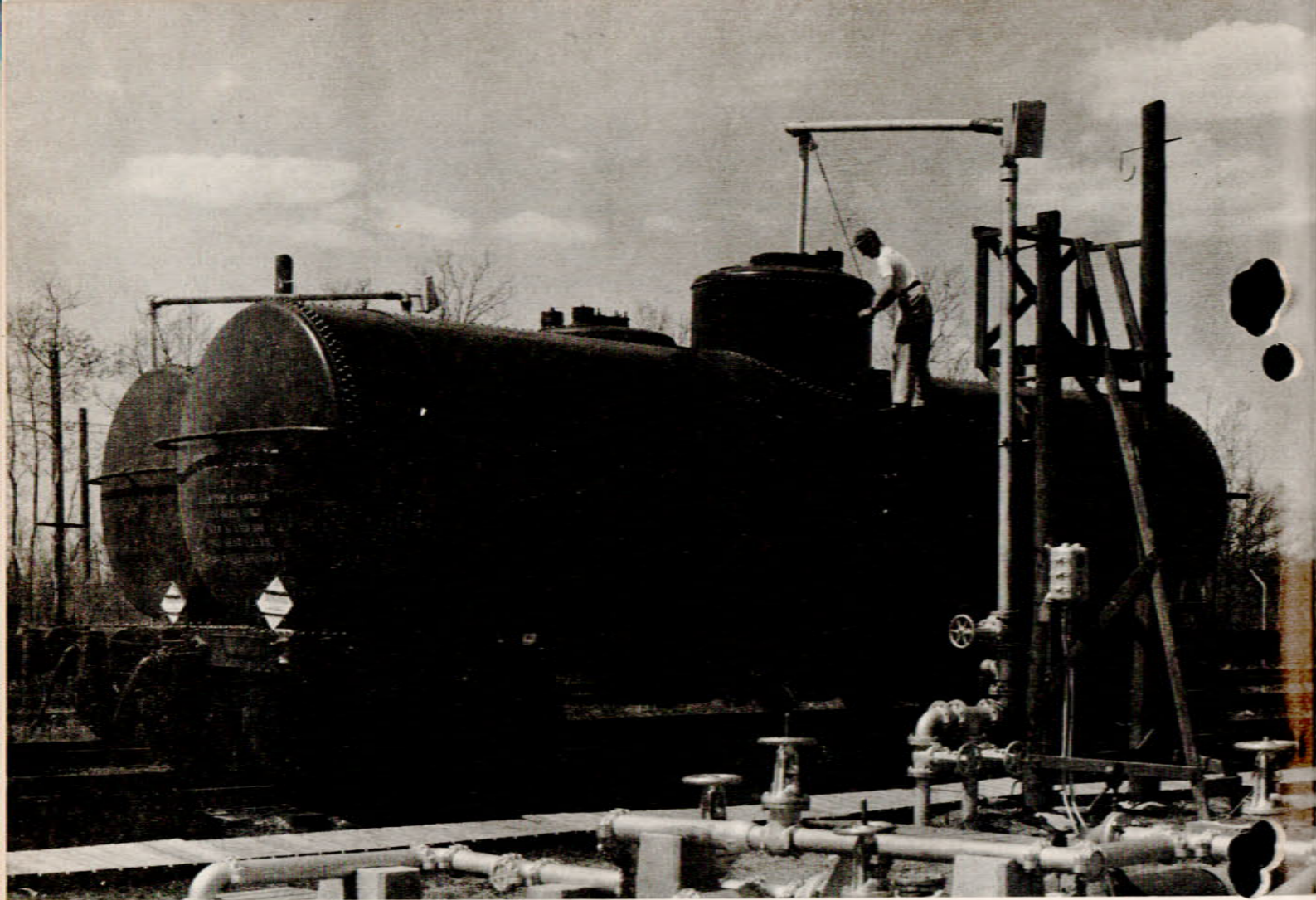
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"Better not turn it off, Patsy. You know how Daddy likes to watch the ball game while he's sleeping."



"Oh, come now, the iodine doesn't hurt that much!"



BEATING the WITCH DOCTOR

By F/O ALLEN and Cpl. R. BAYNES

Photos—LAW DELANEY

One of the favourite stories in Supply is that of the airman and the Witch Doctor. The airman, who had previously offended a witch-doctor, was driving a dolly around his home unit, impeccably attired in 5A's, when the avenging witch-doctor cast a spell upon him. "Let all objects vanish," intoned the witch-doctor (who seems to have been an ex-I & R man), "which were issued by Supply." And, quick as the twitch of a clothing clerk's eyebrow, the airman was suspended in space, deprived of Dolly, tires, tunic, brouzers, shirt, undershirt, tie, hat and issue underwear, all obtained through Supply.

The story is supposed to indicate the scope of Supply's operations, which extend to every cabinet and closet, (washrooms included) of every RCAF section. Whether you work surrounded by typewriters and desks, or by Expeditors and B 25's, you can be sure that Supply has an abiding interest in your equipment, and that somewhere, neatly referenced and inventorized, they are recorded in the Supply Section. Although there are holes in the Witch Doctor tale, other sections being as essential to a unit's efficient operation, it is a fact that Supply matters are interwoven with the fabric of every other trade.

Station Winnipeg's Supply section is responsible for clothing over 5000 personnel, for handling all aircraft, fuel and spare parts and for the demanding, stock-piling and distribution of every item, moveable or immovable, that you may find on the Station, with the exception of food and drink. This monstrous task is tackled by a staff of 80-odd personnel, headed by the Senior Supply Officer, S/L J. O. Hutton.

DRESSING THE AIR FORCE

A relatively minor part of Supply's operation, but the one that comes most readily to the minds of airmen and airwomen is Clothing Supply. Station Winnipeg's Clothing Stores are responsible for kitting not only local personnel, but for the detachments and the air cadet squadrons in the area. Stored on the racks and shelves of the section are at least 500 different types of articles, from shoe-laces to flying suits, many of them in different sizes. The people who work here are expert in such matters as sleeve-lengths, head-sizes, T-shirt lengths, or the reference number of an airwoman's slip (22L-5138). They are also experienced in the fine art of listening patiently while the man at the head of the clothing parade goes through the list of available items with an air of befuddled discovery, thus:

"Aah, let's see. Hum. Got any of these aah-boots aviation?"

"Not on your scale of issue."

"Oh. Well uh,-hmm. Let me look at some shirts blue. No I don't know what size or sleeve length . . . better make that khaki not blue . . ." and so on.

But all in all, the staff of Clothing seem to meet such trials with imperturbable good humour and so far no clerks (clothing), have been removed in jackets (strait). They would like to point out though, that Clothing Stores are now open four days a week, instead of one as previously. The Clothing Parade still seems to concentrate its offensives on Tuesdays,

in memory of a departed schedule, and it would be easier for all concerned if the assault waves were spread out more evenly.

F/S Devereaux is in charge of Clothing Stores. His number two man is Cpl. Art Diereff. The tailor, LAC Saltzer, is an ex-Bond Street man who has the right to display in the window of any Tailor's shop in which he works the Royal Coat of Arms and the inscription "By Appointment to King George VI." He once tailored a uniform for the late King, an event which was memorialized in a certificate issued to him at the time.

Nerve centre of Clothing is their stock control office in which LAW Leopold and LAC Carriere battle to keep the records up to date.

GIVE AND TAKE

What comes in must eventually go out, and this basically is the reason for the existence of Receipt and Issue. The incoming material, disposed of by stocking or distribution, is handled by Receiving, which takes the items on charge, inspecting them for quality and condition before disposition. Cpl. "Glen" Bateman, assisted by LAC's Jim Allen and Scotty Maclean, perform the "R" half of R & I's functions.

The "I" men are Cpl. Jamieson, Mr. Joe Waterson and Mr. Van Alstine who look after the out-going material together with its crating and packing where necessary.

THE WAREHOUSE

If we conceive of a Supply operation as being roughly divided into two categories, — the accumulation and distribution of material on one hand, and the attendant paper work on the other, we can see that the Warehouse plays an important part. Though a division such as the above is an over-simplification, it is true the Warehouse is the place where the material is stored, and material after all, is what Supply is all about. Featuring two railway spur lines and a loading ramp, the Supply Building (No. 52) is a 300 foot long structure, housing most of Supply's subsections, stock rooms and business offices. The Warehouse takes up most of the space in this building.

CLOTHING STORE AIMS TO PLEASE





WAREHOUSE SCENE

F/O Bob Hope and WO2 Steve Loch rule this equipment-jammed domain with its row upon row of equipment-laden shelves. Included within the warehouse is the fire and explosion-proof room for the storage of paints and lacquers, and the attractive items lock-up, a department with an unusually self-explanatory title, supervised by Cpl. Bears and his assistants, LAC "Don" Hickman and Ranson. "Central Issues," Mr. Cleve Atkinson's domain, is in the North End of the building, and E 42's are as common around here as racing forms at Assiniboia Downs.

100,000 PROBLEMS

The paper work attendant to the issue, receipt and storage of the hardware, the fuel, and even for such items as a pair of gloves, is formidable. Each item held by Supply, or issued and received by the Section must be accurately recorded. Stock taking and control in Supply, is the original multi-headed granddaddy of all such undertakings and has little in common with the counting of two dozen candy bars and a garbage can with which many of us may be familiar. One hundred thousand items are the responsibility of the Stock Control section and it's eight staff-members, under the command of F/L Jack Binder. F/S Cortman is NCO i/c of this section, and he is ably assisted by Cpl. Morrison, Mrs. McBride, LAW Ferguson, and LAC Don Roy. Stock Control's ever-active typist is Mrs. Taylor and the emergency specialist is Cpl. Frenette who takes care of urgent stock requirements, alleged or otherwise. Sgt. Drummond has a task which makes all

inventory-checks and stock-taking chores seem petty by comparison. He is in charge of Supply's own stock-taking board.

MANY-ANGLED STORY

There are other facets to the Supply picture. There are sub-stores across the Station, such as that in 16 Hangar under the supervision of F/S Ibisson, in which spare parts for use on the Hangar line are kept. There is the repairable and disposal section, and F/S Buck Harrison's Aeronautical Inspection Detachment. The gasoline compound, presided over by Cpl. Blackie Charbonneau, handles about 3 million gallons of fuel per year. These and other compartments of the Supply structure, combine to ensure that the airman in the story remains clothed and unsuspected above nothing, despite the witch-doctors. There are more angles to the Supply story than there are men and women in the RCAF. A look at CAP 16, a depressingly enormous volume which fills large sized rooms, demonstrates the futility of trying to do full justice to the subject.

There are volumes in every section dealing with Supply and our purpose is not to duplicate them, but to show some of the problems which Supply people face. If we induce some to delve more deeply into these problems we will have fulfilled our limited objective. A knowledge of Supply is an asset to any Tradesman because Supply, its problems and procedures are intimately connected with the problems of every Trade.



STOCK CONTROL

LITTLE LEAGUE BANQUET



G/C J. F. Mitchell presents the Red River Construction Trophy to Richard Loing, Captain of the "Braves", Little League '58 Playoff Winners.

The 1958 season of the Station Little League officially came to an end on Thursday, 18th Sept., at a Father-and-Son Banquet held in the Combined Mess.

Wing Commander D. C. Evans, President of the PMQ Council Baseball Association, addressed the gathering, and introduced the guests. Present at the dinner were: G/C Mitchell, CO.; Mr. J. E. MacDonald, Bristol Aircraft (Western) Limited; Mr. D. Scrygeour, Draw Secretary, Greater Winnipeg Little League Baseball Association; Mr. E. O'Dowda, Secretary, Greater Winnipeg Little League Baseball Association; Mr. J. Lyons, representing Canadian Aviation Electronics; Mrs. G. Boyd, representing O'Keefe's Brewing Co. Ltd.; and Mrs. Condon and Mr. Bain, of Red River Construction Company. In addition, other guests were F/S Haggart, Chief Umpire, and Sgt. Fraser, of the Umpiring Staff.

W/C Evans thanked all the firms that had contributed so generously in the form of uniforms and trophies, and the PMQ Council, who, under the leadership of the Mayor, W/C Davy, had actually made the League possible by untiring financial and administrative support.

Two trophies were presented to G/C Mitchell by Mr. Condon and Mr. Bain of the Red River Construction. These trophies will be up for annual competition for the league leadership at the end of the regular schedule and for league championship after the playoffs.

G/C Mitchell then presented the trophies. The "Braves," managed by S/L Kidd, and coached by LAC Skorka, won the Station Winnipeg Little League Playoff Trophy. In addition, they received crests to signify their championship. The "Chiefs," managed by Sgt. MacLain and captained by Bob Boyle, were the winners of the trophy for most games won in regular play.



MR. RONALD A. OWEN

Mr. H. W. Mulholland, President of O'Keefe Brewing Company (Manitoba) Limited, has pleasure in announcing that, effective September first, Mr. Ronald A. Owen has been appointed Vice-President and General Manager. Mr. Owen succeeds Mr. Andy Foulds, who is taking over new duties with a related company.

Mr. Owen served with the Canadian Infantry Corps during World War II and as a lieutenant with the 27th Brigade in Europe. Later, he served as a captain in the militia.

Mr. Owen was formerly sales manager of the company, and has for the past nine years been connected with the Canadian Brewing industry.

He is active in Kiwanis, and is a director of the Sales and Advertising Club of Winnipeg, as well as being a member of the United Services Institute of Manitoba.



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F/L G. R. THORNTON

PERSONALITIES



CPL. JACK FLORENCE

F/L G. R. THORNTON, aircraft repair officer at RCAF Station Winnipeg, was born in Furnie, B.C. in 1920. My request for the name of his school elicited only a thoughtful expression and a counting of fingers. F/L Thornton's father was a mining engineer and consequently even as a boy he was travelling constantly, a trait which has carried over into his service career since his enlistment in 1940.

A youth training course in metals followed the final year at school and after this, employment at Fairchild Engineering in Montreal until 1940 when G. R. Thornton became AC2 Thornton. After a course at St. Thomas, AC1 Thornton found himself at Mossbank where he stayed until 1941 working with

Fairey Battles and Lysanders. In 1941 an application for remuster to aircrew resulted in a posting to a flying training school with the first intake of remustered groundcrew, and a drop to AC2 once more until graduating as Sgt. Pilot from Saskatoon. A visit overseas, to Bomber Command OTU in England, soon followed and it was at the OTU that F/L Thornton was first granted his commission. He was then attached to the RAF's 49 Sqdn. and flew Lancasters operationally for a year before returning to Canada in 1943. "Nothing exciting happened on operations, it was rather fun really."

Back in Canada a Flying Control course and a posting to Watson Lake followed, with time out for

marriage to Miss Mary Young of Medicine Hat. A further transfer took him to Edmonton as Controller and to his release at the end of the war.

After the war came a period at Queen's University and a BSc in Mechanical Engineering before employment at Canadian Westinghouse in Hamilton. His re-enlistment in 1950 (as a F/O Tech. AE) brought a posting to 6 RD from which base F/O Thornton was engaged in ferrying aircraft, notably several Mitchells and Expeditors presently in use at Station Winnipeg, from points south to RCAF units. A peculiarly nostalgic gleam appears in F/L Thornton's eye as he talks of this period, legacy of certain parties in El Paso we believe.

Promoted to F/L in 1953 and after an AE course at Aylmer and a tour at AFHQ he was sent overseas with 4 Wing's advance party to prepare for 4 Wing's sojourn in Europe. He stayed for a year, two months of this period being spent

(Concluded on page 40)

Cpl. "Jack" Florence certainly fits the romantic conception of the "old west." Tall, dark and silent. Perhaps this is not unusual since Jack is from the west and although not a cowboy, farmed with his father a goodly time before making the airforce his career.

Cpl. Florence was born in Stonewall, Manitoba, but moved shortly after to Balmoral, where he received his education. After high school Jack went into the farming business in 1945 with his father. Like so many other sons Jack went to the big city, in this case Winnipeg, in 1948 and drove a transport truck for three years.

In 1951 Jack joined the RCAF and they all lived happily ever after. The "they" referred to is Jack, his wife Lylia and his two children, Ruth, five, and Bryce, three. Jack refers proudly to his family as having one of every kind.

Cpl. Florence first tasted airforce life in St. Johns where he was posted for three weeks at the man-

ning depot. Because of his mechanical background "Jack" was selected as aero-frame technician. After his basic course he was sent to Camp Borden for three months and graduated from the course as AC1 standard grouping. In September 1951 Jack was transferred to Winnipeg to 111 C & R.

I questioned Cpl. Florence about his actual job at 111 and managed to get him to talk freely about something he is obviously proud of. Jack is in charge of a crew of five men, who do inspection and repairs. This includes hydraulic systems, fabrics, brakes and controls.

Besides repairs an aircraft is

given a minor overhaul every 125 hours and a major overhaul every 500 hours. Jack says his crew of five can do a major overhaul in something less than seven days. You get the feeling that he is proud of his men and that doing a major under seven days means that everybody has been on the "ball" and worked like "heck."

As I have said before, Jack is not the most talkative person you would ever hope to meet but he is quite positive about his career in the RCAF. He has been in seven years and plans on "staying in." As someone has said, *actions speak plainer than words* and Corporal Jack Florence is a prime example.

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VOXAIR VIXEN

Saundra Edwards, raven-haired
 photographer's model and former
 Las Vegas showgirl, was given a
 contract by Warner Bros. and
 makes her screen debut in "The
 Naked and the Dead." Saundra
 was born in Los Angeles, is 20
 and began her modeling career
 when only 15.

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Brush or spray Lo-Sheen wherever you want bold bright, gay colours
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VOXAIR VIXEN

Saundra Edwards
 WARNER BROS.



RON CAWOOD
as
CRETON

Drama



Club

Opening November 5th for four nights, "Visit to a Small Planet" is a contemporary situation comedy by Gore Vidal. It tells the story of a visitor from another planet whose hobby is the study of Earth. Time is relative and the target for his arrival is the Battle of Bull Run, 1861, at which he hopes to study "the one thing that you people do SO well,"—a war. His locale is right but his timing is out and he lands in the garden of a nationally syndicated newscaster who has only minutes before assured the American people over a nation-wide hook-up that "there jest aint no sech animal as flying saucers." (He is the folksy type of commentator.)

As the world is comparatively peaceful at the time of his arrival, our visitor decides to live it up a little by starting World War III, for his personal amusement and study. How he does this and the outcome of it all, combine to make this the funniest production to come along in years. To tell you any more of the plot would spoil your enjoyment when you see it . . . You are coming to see it, aren't you? Everyone else is, and we are saving you your favourite seat. See you on the night.

This production, the first of three scheduled for the forthcoming season is now in rehearsal and will

soon be presented for your enjoyment by the Station Drama Club. Following the long process of choosing, casting, staffing, rehearsing, designing sets and costumes, and finally preparing tickets, coffee, etc., for opening night, all the efforts culminate with a view to pleasing you, the customer.

We are lucky in Winnipeg, in having as our producer, Capt. "Chuck" Evans, USAF. His is the hand that lightly (?) guides and his the final choice of play. We feel that once more the choice is excellent. The succeeding productions for this season are "Teahouse of the August Moon," (March) and "Mr. Roberts," (May).

As you well know, Winnipeg is well blessed for drama, having the finest stage in the RCAF, together with an enthusiastic club. It can only stay that way with your support and we are sure that the club will receive this for all this season's productions.

Tryouts were held for this production on Sept. 10th and 11th, and rehearsal started on Sept. 15th. Response for the tryouts was good but it is never so good that more people are not welcome. There are still two to go this season . . . How about YOU having a crack at it?



FRANCES REID
as
ELLEN

Pictures of other members of the cast are not available at press time. See next month's Voxair for full coverage.

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I guess after you have been hunting as long as I have a person should know better, but every year the same thing happens and every year I get angry all over again.

I'm talking about those darned hunters that haven't a lock of common sense in their head or if they have, most certainly never use it. Why some of them don't blow their own or their neighbour's head off is beyond me.

Opening day of the general duck season found us out in the marsh as was every other hunter in the province, if the noise could be taken as any indication. After the first hour of fast and furious shooting things settled down to a regular pattern and here is where "trigger happy Harry" came in.

There would be a line of hunters all waiting for a shot but just let a duck start over the end of the line and every man in the whole area had to take a poke at it, regardless of the height and the fact that most of them couldn't have been brought down with a gun using 5-inch magnum shells. There just doesn't seem to be a thought in any of those loose heads,

that although the duck is high when it goes over one person, there is a very good chance that it will come down within a few hundred yards and give some other hunter a good shot.

"Shoot at everything and to heck with the other guy," seems to be the motto.

We were personally fortunate one opening day in having a couple of chaps right across from us who showed a good deal of sportsmanship. They warned us of many incoming ducks that were hidden from our view by tall reeds. If there was any doubt as to the owner of a downed bird, they were most sporting and did not put up a big holler as to ownership—as I have heard some so-called sportsmen do.

The second evening we were not as fortunate and four gun happy "youngsters" were across from us. One of these almost "done away" with yours-truly* in one blast that threw water all over the place from about 50 yards away. That sort of thing makes for good hunting—trying to watch for ducks while keeping one eye on a trigger happy jerk.

From all reports and from the number of chaps I talked to, the opening week-end at least seemed to be a success. As game groups and individuals have mentioned this fall, the canvas-back and red-head duck seem to be on the decline. Normally where we see many dozens of these species, we saw perhaps seventy-five all day. I fully expect to see a ban on these two next year. Just one more case of a game bird becoming rarer all the time; and if we don't act quickly enough they will follow the rest of our now extinct birds and animals into the pages of history.

The mallards and pintails that we got were in good shape and strangely enough for this time of the year, had very few pin feathers.

The smaller ducks are in fine shape as they usually are. The little teal is a very fine eating duck if one has enough patience to sit down and pick and clean him. He is of course a real challenge to shoot. I firmly

*Anyone doing away with "Toby" will have to find a replacement for Voxair.—Ed.

believe that as soon as these little rascals see me in the fall they speed up to at least 90 miles per hour. I consider anyone that can stop them consistently to be a very good shot.

Everything from old single barrel goose guns, tied up with wire, to brand new semi-automatics were in use out there for the opening. The difference between some of these weapons in the hands of the individuals who use them is amazing. One chap next to us had an old beat-up pump gun but every time he brought that gun to his shoulder you could lay money that a duck was going to come down. In contrast, just across the way was a chap all dressed out in all the latest hunting togs and sporting a new semi-auto. He blazed three shots at everything that came near him and hit about one out of ten. To top it all off, the guy getting the ducks was using the cheapest and lightest shell you can buy with number 6 shot while the dandy was using the big new 3-inch magnums. It just goes to prove that equipment does not always make the hunter.

I heard of one hunting story involving a chap here at Stn. Winnipeg that might bring home a lesson to a lot of us.

Seems that he and his hunting companions had a few decoys set out in a sheltered little spot on a creek with the hopes that they might call a few strays into their set.

Of course a couple of trigger happy characters moved in right across the creek, with the idea no doubt, of cashing in on the boys' set. In the course of time they were there, the boys did not get any shooting at all, not because there were no ducks decoying in, but because the characters across the way were throwing lead at everything that came within a mile of the place.

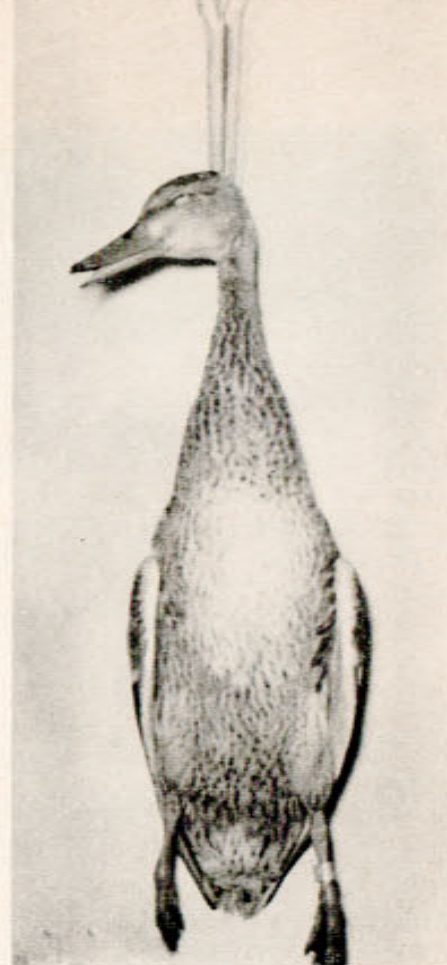
To add injury to insult, they ended up by shooting across the creek and one of the pellets struck our decoy setters in the neck. As there seemed to be no indication of the trigger-happy mugs moving on, our heroes did.

All of the marshes seemed to have produced well for the first week-end, and with the opening on the 26th of Sept. of the Delta marsh area, many more ducks were put for general shooting. From now on one can look in every little bit of water that is scattered all over the country. Seems that these little spots, the size of a kitchen table, are just the place for a pair of nice mallards to call home. Ducks soon get wise and find spots where the shooting is less severe. It pays from now on to do a little driving and look around at all such spots. With the water being more scarce this year, finding such spots presents more of a problem but when and if you do, you may have a good shoot.

After driving some 500 miles for the opening of the season I managed to get a fairly good section of the country looked over with an eye for grouse—for our season which opens on the 10th of October. I have found them in various places but the large concentrations seem to be in small areas only.

I have gone over the areas south of Winnipeg in previous columns, and would now cover the area north of Langruth. There seem to be a lot of birds out there. Don't make the mistake of not going far

Every fall a few banded ducks are shot. The lucky hunter who bagged this one was our own writer, Toby.



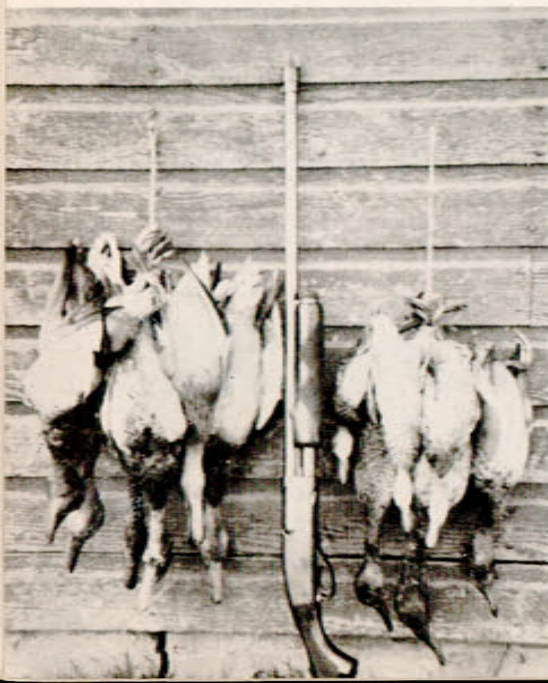
enough north. We did that two years ago and couldn't figure out why we hadn't found any birds when hunters were coming out of there with bag limits.

There don't seem to be many geese in the country yet, although some of the lads tell me they have had some luck north of Dauphin. The weather is warm for them yet, but by the time this appears in print there will be lots around here.

I heard some of the boys from MacDonald went up to Alberta a week ago and they all came back with their limits of geese. Nice going chaps.

This article will close with the thought that colder weather is already here. Don't leave the sighting in of your deer rifle right up until the last minute. It always storms on week-ends and there just isn't enough time in the evenings.

Get a good warm day with as little breeze as possible and bust a few caps in old Betsey. You may think that just one shot is all you need when you find that the sights haven't been moved since last fall and the rifle is still right on the button. Well maybe it is, for you, but most of us can burn up 50 rounds getting the feel of the gun again. After all, that is pretty cheap assurance if we can feel confident in our rifle and know that when that big buck steps out of the bush 350 yards away we know exactly how to hold for a clean one-shot kill.



A good bag of ducks such as these has made Manitoba famous for its fine hunting.

AUTOMOBILES

A REVIEW OF TRENDS AND DEVELOPMENTS

By PETER McLOUGHLIN

The New M.G.



New M.G. . . with a BANG!

TECH' SPECS'

ENGINE

1,588cc, 4 cyl., bore & stroke 75.4 x 88.9 mm, v valves — dohc, CR 9.9:1, BHP 108 at 6,700 rpm, torque 194 lb. ft at 4,500 rpm.

GENERAL

Weight 2,156 (5 gal. gas), distribution F 53.9, R 46.1, brakes 4 wheel disc, tires — Road Speed.

The M.G. Car Co. have come through with a winner. Though the car shown looks similar to the present M.G. 'A,' which still stays in production, it is a wolf in sheep's clothing. From the exterior the sole difference lies in the knock-o hubs on the disc wheels which are standard equipment. Dunlop discs are used to stop the car, in conjunction with Dunlop Road Speed tires. Under the hood lies a double over-head cam engine of 108 bhp (net), which shoves this bus along at 115 mph, and allows the M.G. to accelerate to 60 in 13.3 seconds. Handling, according to an English road test, is first rate. Only drawback mentioned was an excessive oil consumption on the test car. Engine accessibility is for enthusiasts only, for with such a power plant crammed in there is hardly room to insert a finger. Price in Canada, when available at the end of the year, will be around \$3200-\$3400. Extras available include screen washers, heater, adjustable steering wheel, oil cooler, competition seats (real beauties, perfect for long trips at \$35), and wire wheels. No mention of over-drive though, an item

that could be used in such a specification. This car is likely to earn many dollars south of the border, and will steal much of the Mercedes 190-SL thunder. Fuel consumption gave an overall reading of 22 mpg. Cruising should return 28-30. Perhaps, I should let you know that either the coupe or the roadster can be obtained with the new engine, wheels, and brakes.

CHRYSLER & SIMCA

Chrysler have recently bought the controlling interest in Simca. France's third largest car producer, thus ending the guessing game as to who would team up with them for the small car. Ford had originally obtained a 25% interest, which was purchased for between \$10 and \$15 million. Cars are likely to arrive in local Chrysler show rooms next January priced from \$1700 through \$2700.

VW TAKE OVER PORSCHE IN CANADA

All of the Porsche sports cars will now be available at your local VW agency at \$3865 for the 1600 Coupe. Previously these cars were handled in Canada through independent dealers. By co-ordinating with VW, Porsche hope to sell several hundred a year instead of 50. Needless to state, this hook-up in Canada implies no home connection of these companies, though both were originally designed by Dr. Porsche Snr., in pre-war days.

PETER COLLINS

Again, I'm afraid we have the sad duty to inform you that yet another first class driver has been killed this year. Peter was killed a couple of weeks ago while racing in Holland, and, typically, while desperately striving to get the utmost out of his mount. Though

independent of his race winnings, he always gave his everything in a race, and was renowned for always taking his car to the limit. Despite his success, (this year he was lying third for World Championship), Peter was always cheerful, modest character and immensely popular with driver and spectator alike. What with Peter Collins Musso, and Archie Scott-Brown, 1958 makes a sorry appearance.

DONALD CAMPBELL AFTER WORLD RECORD

Donald Campbell has just finalized the design of his record car which he intends to bring to the Utah Salt Flats late in 1959 to better the present world record. This stands at 394.5 mph.

The latest attempt will be made in a car driven by a Bristol Proteus (same as Britania engines) jet engine. Power will be taken to all four wheels, by this 5,000 hp. monster. When ready to go the car will weigh in the region of 9,000 lbs., and will have 52" tyres. Wind tunnel tests have shown it to be perfectly stable right up to the maximum the car hopes to achieve—475 miles an hour! Actually, it has been shown that at the higher speed ranges there is a very slight downward force exerted on the nose. Lift and stability are most critical, as one would throw the car in the air and the other would almost crush the front under the weight exerted.

DETROIT'S ALUMINUM ENGINES

General Motors have ordered construction of three V-8 aluminum engines for study purposes. Little else is available, except that in Chevrolet form it may weigh only 370 lbs., and as a Cadillac only 490 lbs. Big advantage of this weight decrease is lighter

steering, and, let's hope, the abandonment of power steering.

MESSERSCHMIDT INVADES USA!

Not what you think, in case you may have wondered what a German fighter of World War II was doing beating up the poor old USA, but a commercial invasion by that same firm who are starting to build the small car shown here. Price is rumoured to be \$900 complete, and ready to go.

The car will be powered by a small 4-600cc engine; it has four wheels, and the back of the car swings up for servicing the engine.

CHEVROLET'S SMALL CAR

The beast to beat 'them furriners,' is well under way. Look for docking of this new arrival a year from now.

CHRYSLER CUTS SALARIES

All salaries of over \$10,000 have been cut at Chrysler, because of the poor market for their cars this year. God help them next year! An additional change in Chrysler's make-up which is radically different to GM, has been the recent toning down of the differences between each division in the group. There will be no competition between each make, and only token design staffs are to be maintained.

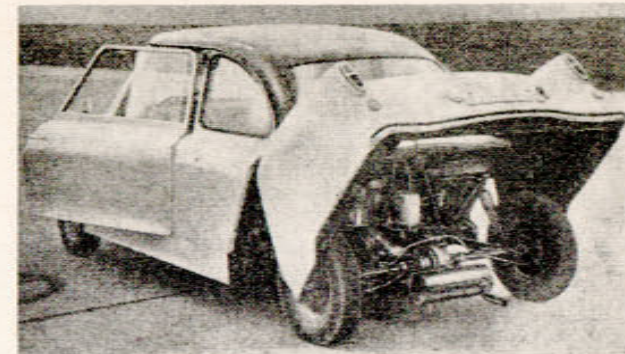
ENGINE TIME CYCLE

Ever wonder how long it took a factory to make an engine? In Detroit the time cycle is only twenty minutes per engine, and the cost only 70c per horsepower.

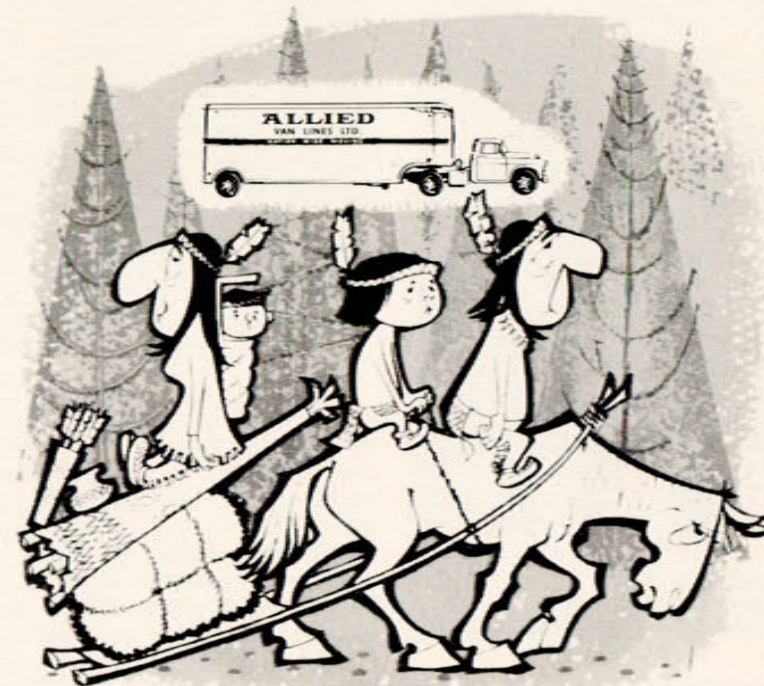
CALCIUM & MAGNESIUM PLUGS

For several years now, there have been a variety of 'anti-acid' sump drain plugs on the market, claiming various wonders for your engines. One even had the nerve to blatantly say that you didn't have to change oil less than once in 20,000 miles if used! Needless to mention, all these claims have now been disproved by extensive laboratory study — including that wonder beast designed by our own National Research Council.

In the United States these Calcium and Magnesium plugs were given the standard L-4 tests, which are used for licensing heavy duty oils. One part of this test entails running the engine at a sump temperature of 280° F. for 36 hours; another a 1500 mile road test. Three oils were used, a normal H-D oil, with all additives, and H-D oil with only an anti-acid additive, and a straight non-additive oil. All three plugs were used with each oil. The H-D oil was the only oil which showed itself capable of no increase in acidity, and that with any of three plugs. Further tests were made for oil oxidation by agitating the oil at 300° F. Results showed absolute proof that the above plugs were useless for neutralizing acidity, preventing oil oxidation, or for that matter, anything else. For a detailed breakdown of these tests write to the Quaker State Oil Co., Oil City, Pa., or read the August issue of Road and Track.



MESSERSCHMIDT INVADES U.S.A.!



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WINNIPEG HOST TO SWEDISH CAS



Thursday 5th September saw the arrival at Station Winnipeg of Lieutenant General A. G. Ljungdahl, Chief of Air Staff, Royal Swedish Air Force.

Lieutenant General Ljungdahl was in Canada on a tour of RCAF, Governmental and Civil Aviation departments and installations and was honoured by a Mess Dinner in the local Officers' Mess on the day after his arrival.

Born in 1897, Lt. General Ljungdahl was first commissioned as an Infantry Officer in 1918. He served as Military and Air Attache in London, England from 1935 to 1936 and prior to his promotion to the rank of Lt. General was attached to the Royal War College at Stockholm and was Chief of the Training Division of the Air Staff. He was appointed Chief of Staff of the Royal Swedish Air Force in 1954.

Also in the visiting party were Brigadier General S. Noren, Royal Swedish Air Force, and Brigadier General B. Lindskog, Swedish Air Attache at Washington.

During his visit, Ltd. Gen. Ljungdahl visited RCAF establishments across the country, including Stations Rockcliffe, Uplands, Churchill and Downsview, and ADC Headquarters at St. Hubert. Before leaving Toronto for New York, he toured Avro Aircraft's establishment at Malton, Ont.

YOUR CHRISTMAS 1958

How will you spend your Christmas? With your families in the true Christmas fashion? You are the lucky one for thousands have no family. There are many in this situation in Winnipeg, orphans, pensioners with no family and others, all with no hope of spending the sort of Christmas that we expect and accept as normal. Each Christmas brings THEM not the happiness that you and I expect but a deadly loneliness, more poignant than at any other time of the year.

You are already thinking of Christmas, buying the early presents and starting to plan for Christ's birthday, or if you aren't the kids will be! Will you not enlarge your plans and add to your family this Christmas season? One more place at the table, one more present under the tree, one more in your home for just a few hours of family life. One more Christmas with meaning for someone. Your reward?—a grateful heart that will treasure the memory of a true Christmas and true Christians always.

Your name, address and whole-hearted co-operation are all we need to work on. You provide them and we will do the rest. Our target is to have two hundred homes with

open doors this Christmas. Please help up to achieve it.

Contact your Padre or "Christmas Visitors," *Voxair*, if you are able to help.

INCIDENT AT SEVEN SISTERS



This photograph, contributed by a *Voxair* reader, shows the aftermath of a near-tragedy. A small boy playing near the water at Seven Sisters, lost his footing and was carried away into the treacherous currents. He was losing the struggle to remain afloat and was being swiftly carried downstream when he was noticed by the wives of two RCAF members, at Seven Sisters for the Senior NCO's fishing Derby.

WO1 Tommy Foster, since transferred to St. Margaret's, dived into the water fully clothed and with the assistance of his brother, rescued the drowning boy.

Our picture shows WO1 Foster, clothes soaked, standing near the exhausted youngster who is being comforted by his mother.

Picture was contributed by Mrs. Edith Lonie, who first drew attention to the boy's plight.

RCAF TEAM WINS GUYNEMER TROPHY

The Guynemer trophy, emblematic of air gunnery supremacy within Allied Air Forces, Central Europe, was turned over on Aug. 30th last to the RCAF's NATO Air Division in a colourful ceremony at Cazaux, a French air base near Bordeaux.

Flight Lieutenant Ron MacGarva, an Air Division fighter pilot from Balmoral, Man., accepted the silver trophy from the hands of USAF General Leon W. Johnson, Air Deputy at Supreme Headquarters, Allied Powers, Europe.

F/L MacGarva was captain of the five-man Air Division Gunnery Squad that flew its Canadian-built Sabres to a decisive victory over teams composed of top aerial marksmen from the air forces of the U.K., France, the Netherlands, and Belgium, to capture the trophy, put up for competition for the first time.

In addition to its clean-cut team victory, won on the basis of total points scored by cine and live machine-gun firing against aerial targets, the Canadian team produced the meet's top individual marksmen.

Flying Officer R. S. Paul of Grande Prairie, Alta., emerged as the top scorer of the two-week-long gunnery competition. F/O

Paul took individual honours in both air-to-air cine-gun firing and in live machine-gun firing.

All members of the RCAF team, including the groundcrew, received individual medallions from General Johnson.



NATO CHAMPS

Members of the RCAF firing team were F/L Ron MacGarva of Balmoral, Man., from the Air Weapons Unit, Decimomannu, Sardinia; F/L W. H. Norn of Calgary, from 1 Wing, Marville; F/L C. J. Henry of Maple Creek, Sask., from 3 Wing, Zweibrücken; F/L R. S. Paul of Grande Prairie, Alta., from

2 Wing Grostenquin; F/L J. S. Barker of Lakeview, Ont., from 4 Wing, Baden-Soellingen.

In command of the supporting groundcrew element was Squadron Leader William Casley, an aeronautical engineering officer from 1 Wing, Marville, whose hometown is in the United Kingdom. Armament Officer with the groundcrew element was Flying Officer Frank Jefferson of Digby, N.S., who is stationed at 1 Wing, Marville.

F/L MacGarva, who accepted the trophy on behalf of the Canadian team, paid tribute to the supporting groundcrew. Their efforts, he said, played a large and vital part in the success scored by the air division pilots.

Named in honour of Captain George Guynemer, the great French fighter ace of the First World War, the Guynemer trophy was donated for annual competition by the Compagnie Generale Aeronautique Marcel Dessault. Competition for the trophy is sponsored by Allied Air Forces, Central Europe, one of the major NATO military headquarters, and which provides operational control for assigned air force elements from Canada, the United States, France, the Netherlands, Belgium, Germany, and the United Kingdom. Purpose of the competition is to improve efficiency in aerial combat.

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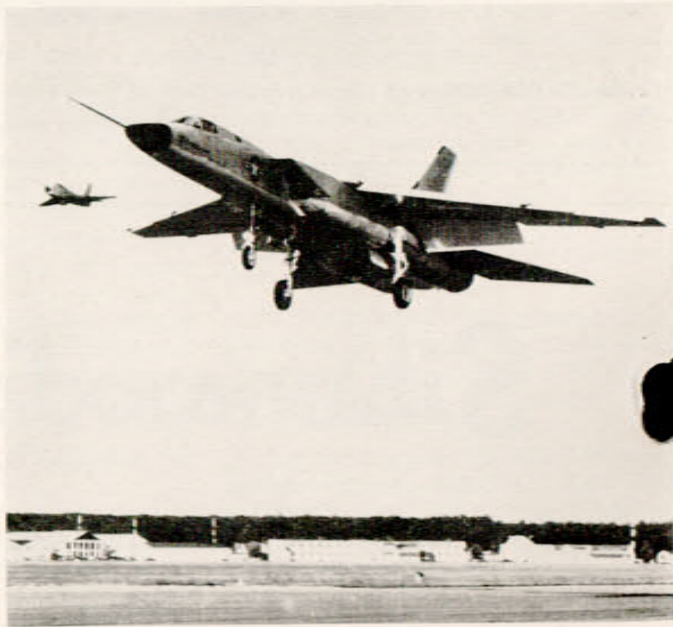
WHAT'S NEW in the SKY



The North American A3J "VIGILANTE" the latest U.S. Navy attack weapon system, flew for the first time Aug. 31, 1958. Capable of supersonic speeds, the Vigilante combines superior performance and versatility. It can deliver not only special (nuclear) weapons at high altitudes and speeds but can also operate "close to the deck" with both types of weapons. The A3J can also be called upon for reconnaissance and intelligence missions. A unique feature of the Vigilante is its method of bomb delivery. Bombs are ejected out of the tail from a "linear" bomb bay. This is in effect a tunnel running lengthwise in the aft section of the fuselage. The Vigilante is well suited for launching air-to-surface missiles, both short range tactical and long range types.

A two-seater attack aircraft, the A3J is powered by two General Electric J-79 turbojet engines, each developing 15,000 pounds thrust. The aircraft can be equipped with a "buddy tanker" refuelling package. This will enable the A3J to function as a tanker to refuel other strike aircraft. Due to its high speed and maneuverability the "Vigilante" may be flown on single airplane attack missions without fighter escort. Designed to be based on aircraft carriers, the A3J also has a short field take off capability. Low speed flight characteristics are enhanced by boundary layer control. This is a system of blowing high pressure air over lifting surfaces.

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DIMENSIONS: Span, 50 feet. Length overall, 70 feet. Height overall, 20 feet. With provisions to fold wings and tail.

DESCRIPTION: The A3J features a high, thin swept wing and all-moveable slab type tail surfaces, with spoilers/deflectors, improve low speed flight characteristics. The A3J can strike effectively and survive from all weapon launching attitudes as well as from all altitudes. From close support missions on the deck altitudes to very high altitudes, it is a weapon system that will significantly extend the striking power of the U.S. Navy.

More and more speed and mobility seems to be the theme song of Airplane designers and builders. Another example was given last August 26th when Lockheed received the CAA certificate for their new 7 mile a minute Electra transport. The certification culminated a 3½ year, \$50,000,000 development project to realize another dream. Already fifteen world airlines and one corporate customer have ordered 161 of the new transports.

The new aircraft is a turbine powered four-engine airliner of American design and construction. Fastest jet and propeller airplane ever built for civil use, the Allison-engined Electra earned full certification five full weeks ahead of a schedule laid down two years ago. The Electra bettered its guarantees for landing distance by 14 percent and take off requirements by 21 percent. It will fit almost every airport; from large Metropolitan terminals to one-runway, feeder line facilities with range capabilities of up to 2500 miles. The new Electra transport is designed to reduce today's intercity air schedules by 25%. It has a "straight and level" top speed of 450 mph.

With its four quick power Allison engine (3750 hp.) the Electra a typical takeoff weight of 107,000 pounds requires but a 4145 foot airport, including clearance of a prescribed 35-foot obstacle at the end of the runway, with allowance for complete loss of the critical engine at the critical moment. For fully

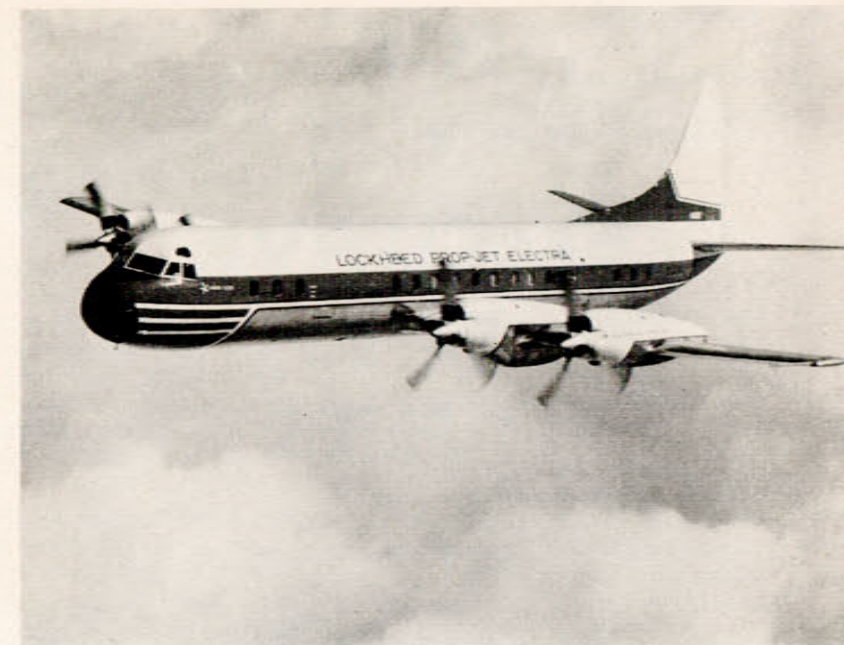
approved safety the Electra also cleared a 50 foot imaginary obstacle at the end of the runway, landed and stopped in 2565 feet (including air distance and landing roll), without fully exploiting the prop jet engine, negative available thrust. With any three engines operating, the Electra can climb at 140 feet per minute at 113,000 pounds gross weight at sea level conditions. A positive rate of climb is still maintained with any two engines operating.

During the certification work Lockheed specialists analyzed 50,700 feet of motion picture film, 27,250 feet of oscillograph and recorder paper and generated a total of 725,000 "data points."

The new transport measures wing tip to wing tip 99 feet and nose to tail 104½ feet and can carry from 66 to 99 passengers on flights ranging from 200 to 2,500 miles.

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MUNICIPAL AIRPORT

EDMONTON, ALBERTA

On The UP and UP

By SGT. JIM PRESTON

If any of you are planning a suicide pact, consequent to the news that next season's skirts will be even shorter, I would ask you kindly to leave my name off the invitation list.

As a married man I don't of course notice women's legs as much as I would if I had my full powers of vision. However, even those shadowy images that penetrate the veil of holy vows have caused my optic nerves to twang as though strummed by a segovia.

From what I've seen of the shorter skirts the best height is 18 inches off the ground, though they have made me jump even higher.

In department stores, I used to take the elevator because it was faster, but since the short skirts appeared on the escalator,—well

what's the point of all this rush, rush, rush anyhow?

I notice that the Bus Company says that to cover increasing costs, it is going to have to raise the fare. No need to. Just raise the door-step gentlemen, and things will soon look up.

I've also heard some fashion experts decry the short skirt as unsightly, because the knee is the least attractive part of the feminine form. Most men will agree however, that a woman's knee can be giving him a dimpled smile, though her face has turned to vinegar.

Besides, in these days of the perfecting of the artificial leg, a man likes to be sure that what he's patting isn't a toggle of SKF bearings.

Still other critics correlate the shorter skirt with bad times, economically. When Jacques Fath goes up, Dow-Jones goes down. Anything up to the knee is a recession. Just above the knee, it's a Depression. Any higher than that, a Popular Uprising.

The peasants are starving. Let them eat cheese-cake. Personally I

think that this theory is just old wives' tale. If you have an old wife, don't let her bully you into believing that every time you look at a short skirt you are helping the Commies.

Even potatoes roll their eyes. A bit more risky is staring at women's garments, called, I am told, "The Skort."

"The Skort" combines the briefer elements of a skirt and shorts, and looks like those little outfits that Sonja Henie used to wear when she was sure of her speed.

Some ladies have been wearing "Skorts" when shopping at the supermarket. Employees report it's the first time they've seen the potatoes rolling their eyes. One near-sighted gentleman reached for a leg of lamb and it kicked him.

However in every major movement of reform there are bound to be barked shins here and there. The main thing is, that after several years of doubting the motives of the fashion designers, we at last have reason to hope that they can do honest work; that everything, in short, is on the up and up. Hurrah!



H A V E
D R E W R Y S
W I L L
R E F R E S H

DREWRY'S
DRY GINGER ALE



SOFTBALL CHAMPS



Back Row, L. to R.—Stead, Fortin, Wreggitt, LaPointe, Baskerville, Goodard, Teskey. Front Row, L. to R.—Rutledge, Samain, Ramsay, Hanishewski, Schwirtz. Inset, L.—Monk—R. McLean.

Pictured above is the 1958 edition of the Instrument & Electrical softball team, Station Winnipeg champions in 1956, 57 and 58. The I & E team finished out a successful year by reaching the 14 Training Group Final and extending the Station Moose Jaw team to ten innings before bowing, 3-2.

To reach the Group final, I & E eliminated Armament Systems in the Semi-Final and Supply Section in the Station Winnipeg playoffs. Station MacDonald were eliminated in two straight games of a two out of three zone playdown. Station Penhold went down to defeat, 3-0 in the Group semi-finals.

The final game was a fine display of fielding as both teams played errorless ball. Controlled pitching held the batting power to a minimum as Brown of Moose Jaw struck out 17 and walked none, while Lapointe of Winnipeg struck out 15 and allowed one free pass.

The extra inning game played under the excellent umpiring of Gordie Law, was a fitting climax to a great season of ball.

AIRWOMEN'S SPORTS NEWS

By JEAN ARNETT

Winnipeg's Airwomen, represented by their soft-ball team, competed in the Training Command Western Finals at Gimli last September 13th and 14th. The Winnipeg team distinguished itself in the first day's play, defeating Gimli 10-4 in the first game. They were leading 7-1 in the second game when rain intervened, halting the game. On Sunday, the second game was played and Gimli tied up the series, going on to the championship with a win in the final game.

Gimli did it up proud for our visiting team who enjoyed the hospitality of their opponents, which featured among other attractions, a delicious Southern fried chicken lunch. The margin of loss in the two final games was one run each, and though the Airwomen did not take the Western Softball Championship, they went down fighting.

by DOUG WILLIAMS

BASKETBALL

The Basketball season will soon be starting. Hope to see all the girls out this year to help us bring home the trophies. We also have one trophy to defend—which we won from Normal School and University last year.

We've also got to defend a few trophies acquired in Curling during the 14 Group Bonspiel. Rally round, girls.

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Music

with
Maureen



Hi! Well here I am again with the latest news in interesting records, be it jazz, classical, western, or popular. Quite a few people have been inquiring about the new stereophonic players and records, and if you have any time just drop in or phone, and I'll let you know all the latest.

Ella Fitzgerald, the leading lady of song, has just recorded "Ella At The Opera House." It's her very best one to date. . . . Something quite good, and at times amusing, is "The Future Lies Ahead," by Mort Sahl. He calls himself an iconoclast, try and translate that one. . . . Julie London's latest and most intimate to date is the second volume of "Julie Is Her Name." "Anita O'Day Sings the Winners" is composed of songs made famous by such greats Duke Ellington, Gene Krupa, Oscar Peterson, Stan Kenton, and Miles Davis. It's Anita at her very best.

Frank Sinatra sings for "Only The Lonely"—the title of his latest long-play. The songs are just great, and I've never heard "Blues In The Night" sung so well. But then, he never has put out a poor record. . . . Duke Ellington's fans will certainly welcome his latest, "Black, Brown And Beige." I think it is the best work Duke has done in years, and Mahalia Jackson certainly helped create this magnificent work. . . . "One Never Knows," by the Modern Jazz Quartet rated five stars in "Down Beat," and I know that, had it been possible it certainly would have received more.

Stan Freberg's latest—"Best Of The Stan Freberg Shows"—is fanatically funny. . . . Jack Kane "Music Makers" fame makes his album debut on Coral with "Kane Is Able." . . . For those who like their music light and bubbly, there is Lawrence Welk's latest long play: "Champagne Dancing Party." The album's appeal is primarily to his fans. . . . On Decca records there is "Pipes And Bugles In Hi Fi," by

the Highland Light Infantry. A very brilliant demonstration of high fidelity, this is an enjoyable record. It's just great for those who love the sound of pipes, and for those of the proper ancestry. . . . For pleasant listening there is George Shearing's latest, "Burnished Brass." The tunes include, "Cheek To Cheek," "Memories Of You," and the title tunes, "All The Way . . . And Then Some" is Sammy Davis Junior's latest. This record is one of his best by far. Tunes include, "All The Way," "All The Things You Are," and others.

Still heading the list of best selling classical long plays is "TCHAIKOVSKY: Piano Concerto No. 1," by Van Cliburn on the RCA Label. . . . Wagner's "Die Meistersinger" on Angel is the third and finest complete recording of his comic masterpiece.

Johnny Mathis' new long play, "Sing Softly," has certainly been going over quite well. I wouldn't be at all surprised if it hit the top of the charts. . . . Oscar Brand has a new long play out on Audio Fidelity. It is called "Old Time Sea Shanties." . . . After hearing Tommy Edward's recorded "All In The Game," I certainly hope he puts out an L.P. . . . The very popular McGuire Sisters have another long play out on Coral. It is called, and quite appropriately so, "Sugar-time."

Well that's all for this month. "I'll be seeing you."

MAUREN HARPER.

SAC BAND VISITS WINNIPEG



SAC BAND AND STATION BAND TUNE UP

For the second consecutive year, RCAF Station Winnipeg has been honoured with a visit by the USAF's Strategic Air Command Band.

Flying in to Stevenson in a giant KC-97, the SAC Band was in Winnipeg for the city's "American Visitors' Day." From the moment of their arrival, and throughout their three-day visit, the bandmen distinguished themselves by their virtuosity, displayed in concerts at Assiniboia Downs, the Football Stadium and in downtown Winnipeg. Highlight of their visit was their participation in a mammoth parade

of bands to the Provincial Legislative Buildings. A violent rain-storm accompanied them on the final lap of the parade, but failed to deter the bandmen or to interfere with the quality of their music.

Winnipeg's RCAF Band entertained their American colleagues at a band room party during the visit and both bands combined under the joint leadership of Lieutenant Ernest Greer, USAF, and Flight Sergeant Gord Rowe, RCAF, for an entertaining jam-session. The contribution of SAC Band's dance section to the ensuing festivities was memorable.

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What's In a Name

By F/L "DUKE" PALMER

The RCAF is sometimes criticized by the public for confusing them with abbreviated "initial-type" words such as NATO, NORAD, SACEUR, SHAPE, SAGE, or more commonly even, OO, OC, Oi/c, CAoD, PDQ . . . and so on, all of which are used by the service in the interest of speed and economy.

However, it is not only the abbreviated or short names that may prove confusing.

IN THE OLD WORLD

A village in Anglesey claims that it has the longest name in the world. This is LLANFAIRPWLL-WYNGYLLGOGERYCHWYRN-DROBWLILLANTYSILIOGOGO-GOCH (58 letters) and is translated variously as meaning "St. Mary's Church in the hollow of the white hazel near the rapid whirlpool of LLANDSILIO of the red cave" or "St. Mary's Church in the hollow of the white hazel near a rapid whirlpool and to St. Tysilio's Church near to a red cave." It is

fairly generally accepted, however, that the real name of the village is LLANFAIR P W Y L L G W Y N - G Y L L, shortened to LLANFAIR P.G., and that the long version—dates from a local poetic cobbler or tailor who extended the name in the eighteenth century. The village has another claim to fame, however, for it was here that in 1915 the first Women's Institute meeting ever to take place in Britain was held.

IN THE NEW WORLD

America's reply to Anglesey is Webster's lovely lake — LAKE CHARGOGGAGOGGMANCHAUGGAGOGGCHAUBUNAGUNGAMAUGG (45 letters).

What's in a name? To start with, 45 letters, 15 of which are "G's" and nine of which are "A's" if you are writing the name of the largest and most beautiful lake in Massa-

chusetts, which is a mile from the heart of Webster, and 45 miles from Boston. This lake with its blue sparkling waters is fed largely by springs, and it was here that Indians once gathered for peaceful conferences and fishing. Historians say that the name means "The Fishing Place at the Boundaries and Neutral Meeting Grounds." Today the only link with the past is the Indian Burial Ground. The lake, which covers 1,442 acres, has 17 miles of shoreline; and comprises 3 lakes joined by narrow channels. The North Pond, Middle Pond and South Pond. It is little wonder that this lake has become a popular holiday centre, for there is fine fishing, sailing, bathing, water-skiing and much else to be enjoyed amid beautiful surroundings. For the sake of composers and others the lake is sometimes known as Lake Webster, but it is really quite simple to pronounce thus: CHAR - GOGG - A - GOGG - MAN - SHAUGG - A - GOGG - CHAU - BUN - A - GUN - GA - MAUGG.

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SECTION NEWS

TARMAC TALES

By CPL. TOM PRODNUK

If Perry Como can do it so can we, so we will now pause for a station break." Say "Sarge," how are we going to have a station break when we're already broke? What's that Sarge, "Drop on my what"? Oh! Well we'll give it a "whirl" anyway. This is Station G-I-N—the Breath of Winnipeg, oops wrong station, better try again. This is Station T-E-N Hangar Winnipeg, your announcer is Wild Bill Nadarozny.

Transfers, transfers, that's the big thing around here lately. Such notables "struck off strength" have been, CPL. GREEN, LAC ORAM and LAC WOTHERSPOON have swelled the ranks of 111 C. & R. Sqn. Our loss and No. 4 Hangar's gain in LAC TARDIF, KNIGHT, MILES, TREMBLEY. Off to the hallowed hills of Repair in No. 16 Hangar go CPL. NADOROZNY, LAC GREEN, LAC CASAVANT. Last but not least, our good friend SGT. BUCK has left for Langar, England.

Due to the serious inroads made by other sections on No. 10 Hangar, Personnel have taken it upon themselves to increase our ranks. They're a little young yet but here they are: MISS GREEN, MISS DUNN, MISS PAUL, MR. JONES, and MR. BLEICH. Congratulations fellas, nice try but that stork has fallen a little short trying to replace all we've lost. The one bright point is that these new ones are much prettier than the old, but our staff will keep up our policy of "Never give up the ship" (carriage).

The winners of the Horseshoe Tournament of No. 2 Crew were F/S "SLIDER HAWES" and his partner "LUCKY FINGERS LOGIE." Now that tossing the shoes is finished we are all looking forward to the curling season.

"Entertainment wise," the boys are planning and stocking up for Section Party to be held in the very near future. Speaking of bottles as I guess we were, we have acquired a bottled Pepsi-Cola machine (orange and 7-up too) and its sides are bulging with the business it has done.

One of our lads, LAC PAUL, is trying out for Crewman. Good

luck on your trip to the moon via "Rocket Expeditor MK VIII½." LAC "TEX" GANNON is on leave punchin' cattle on the wild hills of Red Deer, Alta., while CPL. TAYLOR is pounding his pillow at home in Mud Flats. LAC MONDEY and family have returned from a long journey to Montreal and Ottawa (that's a long trip for that "upholstered roller skate" Wally).

That's all the news from Station T-E-N Hangar and I'll now turn you over to our announced CPL. COVERDALE at Station F-O-U-R Hangar.



We have two more happy couples in No. 4 Hangar, LAC and MRS. ENBERG are proud of their arrival of a baby girl and CPL. and MRS. DE DELLEY are both happy over the arrival of their new son. Hearty congratulations are extended to both couples.

CPL. LINDBERG returned from leave in an ambitious form after spending one week and all his money in Chicago. He took three weeks to recuperate after one week in Chicago. Also, CPL. DANIELSON had his leave to the north of B.C. You can tell he was up there on account of having no tan like the rest of us. You should hear his fish stories. It all sounds good. SGT. PRESTON and LAC TAPPIN have returned from their duty in God's country. They say they worked pretty hard, but enjoyed it. Where were they? Vancouver, of course.

The duck season has started with a bang. CPL. SIMMINS and McISAAC misguided by LACs REED, MCGILL and GAYER, managed to bag 1 duck, 1 hawk plus a few blackbirds. During the past week the ducks have been using oxygen, but the marshes are opening soon. CPL. McISAAC and SIMMONS

are planning another hunting trip soon with better guides. LAC REED will be using a knife now, seeing as he has "lost" his gun.

OVERHEARD IN 4 HANGAR

Just remember, you're not learning anything, when you're talking.

I can hear the announcer at Station D-A-K trying to get in—Come in No. 11 Hangar.

Summer is officially over and leave passes are a rarity in the O.R. Although after one look at some of the bodies staggering back off leave, you'd think they had been ill in bed instead of on holidays. With leave used up and winter coming on, the future holds many activities that have been eagerly anticipated. First and foremost is the Section Party coming up in October. Needless to say many tongues are hanging out even now, just waiting for it. Next is the curling season which will be starting shortly. Certain parties have been out getting the old arm in shape on the horseshoe pits. Does it really do any good, SGT. BILL?

Postings have been taking their toll of the old guard in the Hangar once more. CPL. CROSS has given up his soft seat in the office to CPL. CHASE and has found a softer one in 10 Hangar Tool Crib. CPL. LANDIS is on embarkation leave (El Arish) and WOODHAMS has gone east, over to the other side of the field.

Among the workers, we've lost LACs DAVE BLACK and "MEESE" GOYER to No. 4 Hangar. ERIC CHANTLER and "BARNEY" BARNETT have been transferred over to 111 C. & R. Flt. About the only really jammy posting to be had was that of LAC GAUTHIER who reports to El Arish, Egypt Oct. 8 just in time to miss our lovely winter weather. Transferred from single quarters and rations to matrimonial bliss are the following poor fish, I mean lucky fellows: LAC ARCHIE CHARLES, LAC FOULEM, LAC GIL HARDY and LAC MUNDEN. Some of these boys have been hooked for a little while now, but we'd like to acknowledge it in print and wish them all the best. It has

been said that the midnight shift will have difficulty seeing in daylight — they have been on the "graveyard" shift so long.

A technicality still exists in "Dak" servicing as to who had the right of way when a hawk was found baked to the port engine of one of the "Daks." Oh yes, CPL. LINDBECK and SGT. BILL are the best "night horseshoe" players on the unit. Genial SGT. NOVAK recently returned to the folds of No. 11 Hangar from a two months' tour of duty at No. 4 Hangar. F/S DIXON returned from an enjoyable two months in C.J.S. Washington. I understand the golfing was good but "oh that hot weather." Not even Como's MR. GALLOP gets that much time for station break so back to the office here in No. 10 Hangar.

If by the 4th Dec. the American consulate and this writer can see eye to eye, I will be called a "you all" and will be joining Palladin in San Francisco. I'll be leaving this fine service for "civvy street U.S.A." to settle in a locale comprised of a larger group of Mormons, thus facilitating the religious obligations connected with raising my family.

I sincerely hope and pray that God will bless all of you.

WALDO WANDERINGS

The snows are upon us! Break out the snuggies Mother—it's going to be a long, cold winter.

Well chaps—another winter is almost here. Short summer, wasn't it? Funny how all of a sudden the leaves are lying on the ground, and the smell of Autumn is in the air. It has always been a mystery to me why it is that on the Great Canadian Prairies summer consists of a couple of long week-ends at a crowded beach, a liberal sprinkling of mosquito bites, and a few sandy and animated sandwiches. I suppose that the whole thing is relative to where one looks for summertime entertainment. Personally a nice air-conditioned outing at a good restaurant has great merit, but one must give in to the woodsman instinct occasionally, I suppose.

With the approach of winter, bowling and curling seem to be coming to the fore. In retrospect, the purpose of hurling a ball down a hardwood floor at some defense-

less wooden bottles, or heaving a large chunk of granite at another similar object eludes me, but I do it along with most everyone else, and it is quite entertaining. Good luck to all in their respective games, and may Lady Luck ride with all, even though the pins or the ice are to blame for missed shots!

There are rumbles from the Hockey department as well. As is generally known, Stn. Winnipeg holds the Training Command championship after clobbering Stn. Aylmer at the close of the season last year. It is to be hoped that this year will bring similar success.

But although the team will no doubt be a good one again, they need the support and enthusiasm of the station as a whole. Come out to the games, cheer the boys on—remember, this is YOUR team.

Flag Football is rolling along again. Occasionally I suppose that there is more than grabbing the flag involved. But it's a fine sport — and although the occasional player may get too exuberant and throw a solid tackle,—the fun of playing hard and well is still there. In this sport, the men and boys are quickly and energetically separated.

The transfer list is fairly involved, with many of the old-timers of the school having departed for points all over the globe. Check your section news for listings of who went where.

THE CROWBAR HOTEL

By T. H. DARLING

First things first o'course, so we must begin this month's gossip by extending a belated welcome to our new Guv'nor, FS "WALLY" GABRUTT, who joined us in July from Station Holberg. 'Fraid he hasn't had much luck since coming here, for his small son suffered a fractured thigh in an accident soon after arriving. However, I am assured that he is progressing quite favourably, and it is hoped the youngster will soon be on his own two feet very soon.

I mentioned in my last "chat," the momentous occasion on which we actually had a real live Canadian transferred to the guard house here. Well, since then things have really been happening.

First we had Cpl. "TED" WHITE, who left the "Rubber Heel Brigade"

at Halifax. A little confused at first, he soon settled down and realized he had NOT taken a wrong turn en route and landed in "Blighty."

Then we had AC2 "STAN" MARSHALL, who seems to be an excellent type. He is ex-RCMP, ex-CPR Police, ex-Winnipeg City Police. He is, unfortunately, not to be with us very long, he being here on contact training awaiting the Air Force Police Course at Station Aylmer.

Next we had two real live Airwomen arrive from St. John's, P.Q., also on contact training. They are AW's "MARION" RYE and "OLGA" BURAK (no relation to Olga the Beautiful Spy—or so she says). No doubt about it, they do much to brighten the ol' place up a bit. (I said BRIGHT not BLIGHT). Those AFP who still have hair—which lets out yours truly—have been seen combing their locks quite frequently since their arrival. However, it's quite nice to have a couple of nice look-in' gals around the place. (There are those who say that ANYTHING would be a nice change from the chubby figure of LAC "RO" CAWOOD when they call to register their PMC's and the like. They smile when they say this, however, so we assume they are joking.)

So it will be seen that "customers" at the guard house can reasonably expect to be "waited on" by a native son, rather than one from the "old country."

Sgt. "BILL" KIRKPATRICK arrived at work recently sporting a split lip. He said he had fallen UP the basement steps, but as he is married—and a member of the Drama Club, we are rather skeptical. Seriously tho', it was quite a gash and necessitated several stitches by the hand of F/L DALZELL, who, I might add, does a very neat job of sewing. "Bill" is now quite recovered, his good looks in no way marred by the injury.

Talking of F/L DALZELL, who truly has been in his tender care for a week or so, having been a patient in the Station Infirmary suffering from a carbuncle or something equally horrible on a certain part of his anatomy. That's why you may have seen me driving my car standing up recently.

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5711
AI

Front, left to right: F/C's Wardstrom, Girardin, McKendry, Sqars. Back, left to right: F/C's Walker, F/O Macdonald (Course Director), F/C DesMarais. (Missing, Maj. Laden, B.A.F., Capt. Bery, B.A.F., F/L Angus, F/O Cragg, Sgt. Huggenberger, B.A.F.)

F/L G. R. Thornton

(Concluded from page 16)

in Rabat, North Africa on detachment.

F/L Thornton was then posted to Chatham, staying there until his transfer to Winnipeg in November 1957. The highlight of his time at Chatham came when F/L Thornton was flown to Glasgow to become O i/c of a detachment bringing the last shipment of Sabres aboard the Magnificent. Just before loading started, the Suez crisis broke and the Maggie hot-footed it out of Glasgow leaving sixty Sabres and an Officer with no transportation. Trans-Atlantic calls and cables followed in rapid order and the Maggie eventually returned for her cargo.

The trip from Glasgow to Canada destroyed any affection F/L Thornton might have had for the sea. Gale force winds were encountered for five consecutive days with estimated peak force of greater than 80 mph and all hands were hard put to save the Sabres from being carried overboard. In one 24-hour period the ship made nine miles and for their work during this time a Corporal and an LAC under F/L Thornton were specially commended.

An aircraft carrier rolling thirty-three degrees convinced F/L Thornton that the sea was for the gulls and left his loyalty to the RCAF unimpaired.

The Thorntons have two children, Richard, 13, who is in Grade 8 at Silver Heights High School, and Scott, 3. No doubt the whole family trust that their stay in Winnipeg is a lengthy one and after all those moves they certainly deserve it.

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